

# The Hong Kong Telegraph.

[ESTABLISHED 1842]

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三年期

第十三月十英磅

## Banks.

**YOKOHAMA SPECIE BANK, LIMITED.**

CAPITAL PAID UP.....\$100,000,000  
RESERVE FUNDS.....\$15,000,000

Branches and Agencies:  
TOKIO, CHEFOO,  
KOBE, TIENSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEWCHWANG,  
LONDON, DALNY,  
LYONS, PORT ARTHUR,  
NEW YORK, ANTUNG,  
SAN FRANCISCO, LIOVANG,  
HONOLULU, MUKDEN,  
HOMBAY, TING-LING,  
SHANGHAI, CHANG-CHUN,  
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposit:-

For 12 months.....5% p.a.  
" 6 " .....4% " "  
" 3 " .....3% "

TAKEO-TAKAMIOHI,

Manager.

Hongkong, 16th September, 1907. [17]

**INTERNATIONAL BANKING CORPORATION.**

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....\$1,250,000  
ABOUT MEX \$5,000,000  
RESERVE FUND.....\$1,250,000  
=ABOUT MEX \$5,000,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:-

For 12 months 4% per cent per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP...\$1,750,000  
HEAD OFFICE—SHANGHAI,  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtao, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction des Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthauser & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt, Jacob S. Stern

Norddeutsche Bank in Hamburg, Hamburg-Sal.

Oppenheim jr. & Co., Koenig

Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

F. JUNG,  
Manager.

Hongkong, 11th January, 1907. [24]

NERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (\$3,750,000).

RESERVE FUND Fl. 5,000,000 (\$475,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Hangzhou, Samyang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatap, Padang, Medan, Deli, Palembang, Kota-Raja (Achae), Bandjermasin.

Correspondents:—Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues

letters of credit on its Branches and cor-  
respondents in the East, on the Continent, in

Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits 12 months 4% per annum,  
6 do. 3% do. 2% do.

3 do. 3% do. 2% do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th June, 1907. [20]

## Banks.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUNDS.....\$1,000,000

Stock.....\$1,000,000 at 2%=\$10,000,000

Silver.....\$1,750,000

RESERVE LIABILITY OF PROFIT.....\$10,000,000

COURT OF DIRECTORS:

G. H. Modhurst, Esq., Chairman.

Hon. Mr. Henry Keck, Deputy Chairman.

A. Fuchs, Esq.

E. Shallin, Esq.

R. Shewell, Esq.

H. A. W. Slade, Esq.

C. R. Lenman, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent per annum.

For 6 months, 3% per cent per annum.

For 12 months, 4% per cent per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% PER CENT per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION:

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [23]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$80,000

Shortly to be increased to £1,200,000

RESERVE FUND.....\$1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROFIT.....\$800,000

ON ACCOUNT at the Rate of 2% per cent per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

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## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain J. Everett.
"POWAN,"	2,318	H. I. Black.
"FATSHAN,"	2,260	C. V. Lloyd.
"KINSHAN,"	1,995	B. Branch (At Dock).
"HEUNGSHAN,"	1,998	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9:30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong, at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain W. Reynell.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	388 tons	Captain S. Bell Smith.
"NANNING,"	59	Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 4 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 28th October, 1907. [9]

WEST RIVER BRITISH STEAMSHIP  
COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-ÜI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are lighted throughout by

Electric Light.

EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907. [14]

IMPERIAL BREWING COMPANY,  
LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETT & CO.,

General Agents.

Hongkong, 22nd October, 1907. [109]

REGULAR HONGKONG-CANTON LINE OF  
STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETT & CO.,  
Agents.

Hongkong, 5th April, 1907. [370]

## Hotel.

KOWLOON HOTEL,  
HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call-Bells.  
Bath Rooms attached to Each Room.

Teleggraphic Address:  
"CHEF," No. 60 KONG.  
Telephone No. K.4.

Unrivalled for Comfort and Cuisine.  
Thoroughly Up to Date with Every Modern Luxury.

Billiards and Bowling Alleys.  
Moderate Terms and No Extras.  
Modern Management.

O. E. OWEN,  
Proprietor,  
[109]

TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1907.

Dr. M. H. CHAUN,

THE LATEST METHODS

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

## Dentistry.

TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1907.

Dr. M. H. CHAUN,

THE LATEST METHODS

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

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**Entertainment.**

**W.M.  
POWELL,  
LTD.,  
ALEXANDRA  
BUILDINGS.**

**AUTUMN  
= 1907. =**

**Our First  
Important  
Show Days.**

**TUESDAY,  
OCTOBER 29th,  
and following days.**

**JACKETS,  
ULSTERS,  
COATS  
SKIRTS.**

**SHIRTS,  
BLOUSES,  
GOLFERS.**

**Special  
Attractive  
Show.**

**ROBES, WRAPS,  
MILLINERY.  
GLOVES,  
HOSIERY,  
FURS.**

**W.M. POWELL,  
LTD.,  
HONGKONG.**

**Entertainments.****MINISTERING CHILDREN'S LEAGUE.**

**A JAZZAK AND FANCY FETE**  
promoted by the above  
will be held (by kind permission of the Com-  
mandant and Officers, Hongkong  
Volunteer Corps),  
on the  
**VOLUNTEER PARADE GROUND,**  
**TO-MORROW,**  
October 31st, from 2.30 to 6 P.M.

**GREAT ATTRACTIONS FOR YOUNG  
AND OLD.**

**PROGRAMME.**  
I. Dance ..... by Miss Vida David.  
II. "Goliwogg" (Song) ... Desmond Carter, Geoffrey Smith.  
III. Recitation ..... Miss Vida Grimble.  
IV. "Unyly Dingly" ... The Misses Grimble.  
V. Dance ..... Miss Vida David.  
VI. Recitation ..... Miss Doris Grimble.  
VII. Ten Little Niggy Boys... Desmond Carter, Geoffrey Smyth.  
VIII. Dances Lead A Happy Life ..... by the Misses Grimble, Harry Hughes, Desmond and Tiger Carter, Geoffrey and Jack Smyth.

**MUSICAL TABLEAUX VIVANTS:**

No. 1. "TWICKENHAM FERRY,"  
Mrs. Leaf—Hon. Mr. F. H. May, C.M.G.  
No. 2. "MILLER AND THE MAID,"  
Mrs. Wait—Mr. Daniel.  
No. 3. "MY LADY'S BOWER,"  
Mrs. Marcus Slade.  
No. 4. "THREE LITTLE MAIDS,"  
The Misses Berkeley and Miss Layton.  
No. 5. "LOVE'S OLD SWEET SONG,"  
Mrs. Mackay.  
No. 6. "TO-MORROW WILL BE  
FRIDAY,"  
Mr. Leaf, Mr. Worcester, Mr. Daniel  
and Mr. Hutchinson.

No. 7. "LIZZY, DROWSILY,"  
Mrs. Wait, Mrs. Marcus Slade, Mrs. Leaf, Mrs. Mackay; Miss Layton  
and the Misses Berkeley.

Proceeds to be divided amongst Various  
Local Charities for Children.

If wet, the Bazaar will be held in the Volunteer Head Quarters.

**NO CHITS TAKEN.**

Hongkong, 26th October, 1907. [949]

**HONGKONG HORTICULTURAL  
SOCIETY.****CHRYSANTHEMUM SHOW.**

**THE SHOW** will be held in the BOTANIC GARDENS on THURSDAY, the 14th November.

Intending Exhibitors are notified that information of the Classes in which they intend exhibiting will be available at the Office of the Secretary, No. 6 Des Voeux Road, Central, on the 7th November.

N. GIBBS,  
Hon. Secretary.  
Hongkong, 29th October, 1907. [1054]

**Hotel.****KING EDWARD  
HOTEL.****A HIGH CLASS PRIVATE HOTEL.****LADIES' AFTERNOON TEA-ROOMS.****PRIVATE BAR AND BILLIARD-ROOMS.****HOT and COLD WATER throughout.****ELECTRICALLY LIGHTED. ELECTRIC FANS** (if required).

ELECTRIC PASSENGER ELEVATOR TO EACH FLOOR.

**TABLE D'HÔTE** at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 1st December, 1907. [1057]

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**Telegrams.**

[Readers.]

**The Financial Crisis in America.**

London, 28th October.

New York reports that freight has been engaged to \$6,500,000 gold for shipment from Europe.

President Roosevelt has written to Mr. Cortelyou, congratulating him and the financiers on the way they handled the crisis; threatened the destruction of credit essential to legitimate business.

Later.

Mr. Cortelyou has returned to Washington. He does not anticipate any further financial trouble.

**Lord Cromer.**

Lord Cromer has been presented with the freedom of the City of London at the Guildhall.

**Asiatics in British Columbia.**

The Vancouver Finance Committee has passed a resolution demanding the exclusion of Asiatics, at least for a time.

The Committee is also arranging to memorialise the Dominion Government to procure the abrogation of the treaty with Japan.

**THE ROYAL SANITARY INSTITUTE.**

HONGKONG BRANCH.

The following examinations were held on the 28th and 30th inst., viz.:—Tactical sanitary science. Result: Alex. Vernon Parker.

Inspectors of Nuisances: John Atkinson, C. W. T. Brett, Samuel Robert Boyd, and George Willis.

Examiners: Hon. Dr. Atkinson, F.C.M.O., Hon. Mr. W. Chatham, C.M.G., Dr. Francis Clark, M.D., Mr. A. H. Ough, A.M.I.C.T., Mr. R. H. King, A.M.I.C.T., and Capt. Shinkwin, A.S.C. Hon. Secretary: E. Ralph, F.I.C., M.R. SAN. INST. Moderator: Alfred Carter, M.R. SAN. INST.

**ADVENTURES IN WESTERN CHINA.**

An American named Demini is due here to-day, says the *N. C. D. News* of Oct. 26, from Chungking and probably will appear before the U.S. Court for China on Monday morning on a charge of谋害 (murder). Demini went up the rapids in a Chinese boat nearly a year ago and caused some trouble at Ichang by not reporting his destination nor obtaining a passport. He was delayed there, accordingly, and in consequence of a report forwarded to Chungking the American Consul at that port was on the look-out to prevent him going further West, as Chungking is the last Western Treaty Port, and the presence of is almost invariably the cause of Consular approval, and trouble with the Viceroy. For the native authorities are in constant dread that the location of several Consular representatives will be followed by an influx of merchants into the capital of Szechuan. There is not, however, any American Consul-General at Chengtu and Mr. Wilson Mitchell of Chungking has to exercise supervision over the whole province.

Demini went past Chungking without being seen and, it appears, called at Chengtu before proceeding on to Yunnan Province. Yunnan butted like a disturbed hive of bees as the solitary foreigner wandered through the country forcing the native officials to provide him with pack animals. First he said he was a teacher, and later on the native understood that he was a missionary on his way to open up a mission at Tachienfu. The natives were easily given to misconception, for foreigners sit not in the habit of exploring those hostile regions at a whim. A report was sent back to Chungking, on June 4, asking the American Consul to cause the wanderer's return. Messages were sent to Demini, but if they reached him, they were disregarded and he journeyed on towards the Tibetan border. In order to go still further a team of yaks was obtained and a dispute arose with a party of soldiers over some of the draught animals. During the disturbance, which occurred at Antuo, which is about six days' journey from Batung, a Chinese was shot dead, it is alleged, by Demini. The Native authorities then deemed it essential to take active measures; Demini was arrested and the party started on the long journey back to Chungking. Shortly afterwards a report was received here that the prisoner had jumped overboard from the Chinese gunboat on which he was travelling, and that he was drowned. That, however, was not the case, for the small military mandarin in charge of the escort stopped the boat, found that the prisoner had swum ashore, re-arrested him and ultimately arrived with his prisoner at Chungking without any further mishap. The Viceroy communicated with the American Consul and gave his personal word that the charge preferred by the Yunnan authorities was correct. Mr. Mitchell, however, explained that some witnesses of the occurrence were an absolute necessity. Further, delay supervened and the prisoner was confined temporarily at H. B. M. Circular Gaol until two native witnesses were procured from Yunnan. A preliminary hearing was then held at the American Consulate and the prisoner was remanded to stand his trial at the U.S. Court for China. It is reported that the prisoner pleaded not guilty and urged that he fired at another man, not the one who was killed, and that the action was taken in self-defence.

The American Consulate at Chungking, in addition to having no lock-up, has no marshal either, the transfer of the prisoner presented difficulties. Eventually Mr. J. D. Howell, a British subject and a former resident of Shanghai, agreed to act as U.S. Court Marshal pro tem and he is now on board a Nanking Kien Kai-hai's steamer, after making the journey down the rapids safely, and will arrive here to-day with the two witnesses and the prisoner.

**THE "EMPEROR OF CHINA."**

L. P. VANCOUVER FOR HONGKONG.  
Mr. D. W. Craddock, general traffic agent, C. P. R. Co., informs us that he has received from his Vancouver office cabled advice that the *Empress of China*, reported sunk at Vancouver, left that port yesterday for Hongkong, via the usual ports of call.

**THE FUTURE OF HAINAN.**

The other day an article was published in the *Courrier d'Haiphong* advocating that the territory of Kwang-chou-wan should be restored to China by France in exchange for the island of Hainan. In an equally interesting and lengthy article, the same paper now gives reasons for believing the proposal to be impossible of accomplishment.

The new writer agrees that Kwang-chou-wan is useless to France, and that the millions spent on it have been wasted. It is no going to become a second Ilongkong; and France, he thinks, would be well rid of it—for some compensation. But that Hainan is to be the "quid pro quo," he does not believe. How, he asks, would China benefit by such a deal? Hainan, one of the largest islands in the world, has fifty times the area of the territory leased to France; its population is immensely greater, and the interior contains gold, copper, silver, coal, etc.

From the French point of view, the writer goes on to say, the island is not worth having. There is presumably much wealth in the interior; but there are no rivers and means of communication. Only the coast is inhabited by a mixed race, Chinese and Lui, accustomed to a miserable existence, and about 20,000 of them emigrate every year. The island imports more than it exports; and the economic balance is maintained by the money of the emigrants. If the island becomes French, many millions would have to be poured out again, and he thinks France can do better with her resources. The recent treaties have entirely changed the military importance of the island.

Lastly, as to the suggestion that no European Power could take umbrage at the exchange, this writer says:—Are you sure of that, dear confidante? Have you then forgotten the diatribes against France of the English Press, of the whole Far East, attacks which had an echo in England and France, about a year ago, when it was reported that we had designs on Hainan?

The annexation of Hainan by France would be about sufficient to rouse the Anglo-French "entente cordiale," as well as the Franco-Japanese one. Why? Because the maintenance of Chinese authority over the island is a vital question for the wealthy British Colony in the Straits. Hainan sends 200,000 workmen to the Straits and the Malay States every year; and the British are afraid of losing a source of their supply of labour. Hence all the cries, the vociferation, the inflammatory articles against us, of our friends across the Channel, who were crying out because the island was in our hands—the emigration would cease, which is probably true.

Think you then that we could lightly risk such eventualities for a hole—possibly rich, but no one can say—the acquisition of which by us would please nobody? Truly, we should abandon Kwang-chou-wan; but we should seek our "quid pro quo" elsewhere than in the island of Hainan.—(*Rangoon paper*.)

As to the above we have only to repeat that there will never be any disturbance of the status quo in regard to Hainan. Hainan is Chinese, and will so always remain so long as the British Government's instructions to its Minister at Peking—we have good ground for believing in their existence—are adhered to. When the question of the occupation of Hainan was frequently urged some years ago in the Indo-China papers, we pointed out that if any step of this kind were permitted—there was no entente cordiale then—all the Hailam, boys, cooks, and other servants in the Straits, in Siam, and elsewhere, would become French subjects, and come under the jurisdiction of the Consuls and Vice-Consuls for France. This position, were it to be allowed to occur, would end in continuous trouble and difficulty, as the smallest reflection will show. So impressed were we with the conviction of the political inexpediency of permitting these aspirations to be indulged in at Saigon and in Tonkin, that copies of the *Singapore Free Press* containing these arguments against any alienation of Hainan from China to France, or for the matter of that to any other power, were sent to the British Minister at Peking and to the Colonial Office, in both cases with a covering letter. A reply came from Mr. Chamberlain (now h. o. of his secretary) thanking the Editor, and saying that the matter was having his immediate consideration. By the same mail the Colonial Office communicated with the Governor at Singapore, and also with the Minister at Peking. A return mail from Peking brought the delayed acknowledgment from the British Embassy and the then Colonial Secretary, the late Mr. Kynnersley, invited the Editor to confer with him and give him what information was attainable as to the Indo-China attitude and the character of the political objections on our side to the much clamoured for annexation of Hainan. We are now, happily, too good friends with France, to permit for a moment any such wild scheme to be mooted. China, in effect, is a matter of direct concern to both Britain and Japan, and as France has now not only a good understanding with Britain but a friendly arrangement with Japan it is altogether outside reason that there should even be any loose talk of a project that would certainly raise dangerous friction between Britain, Japan and China on one side, and France on the other. We are all getting on very nicely as we are, and we had better let it stand at that. Siam and the Straits are quite content that their Chinese immigrants shall remain Chinese, but the European communities in these countries would never stand finding all their household servants turned into Chinese Frenchmen.—*Ed. S. & T. P.*

**THE BIRTH OF ANOTHER YELLOW ARMY.****CHINA'S MILITARY REORGANIZATION.**

The rise of China to the position of a military power in Asia is a contingency which cannot fail to exercise a profound effect upon all political calculations for the future. Much has to be done before this can come about. But we know what Japan achieved in forty years, and China possesses capable and energetic men, who are devoting themselves to this object with zeal and determination.

At all events, if the new Chinese law or regulations for the reorganization of the army are undeniably adhered to and financially supported, there can be no question of the immense future influence of the Celestial Empire, not only in Asia, but in all those great world questions which are gathering around the supremé problem of Yellow competition with the White man.

An examination of the new regulations will do more than anything else to emphasize the possibilities of the future. These are undoubtedly inspired by the principles governing the Japanese military organization, but are the joint work of the Department for the Organization and Instruction of the Chinese Army and of the Ministry of War, and thus testify no less to the capacity of the Chinese organizers. The principles governing the reorganization are revealed in a series of axioms which our own Radical Mandarins would do well to take to heart. For instance, it is set forth that "All foreign countries have strong armies always ready for war, with the object of avoiding war." Also, "There cannot be too many officers in time of peace; in war there is a rapid waste, and they cannot be improvised." There are others equally sound. Next, under the heading of "General organization," we get "The Chinese army is for the future to be 'National,' and no longer, as has been the case up to the present time, a heterogeneous one, composed of provincial forces at the disposal of the different Viceroys." It is to be divided into "The Active Army," "The First Reserve," and "The Second Reserve," and for the future it will be entirely devoted to preparation for war, police and gendarmerie being entirely responsible for the maintenance of civil order. The army is to be divided into divisions of all arms—infantry, cavalry, artillery, engineers, and train—and thirty-six divisions are to be formed by the year 1922.

THIS REORGANIZATION SCHEME is at the present stage so far advanced that in Chi-Li three Chinese divisions and a strong mixed brigade of Manchus, both of the Active Army, have already been formed, while similar steps are being taken in Shantung, Hopei, and Shensi. In other provinces, of the West and South, the same work is being pushed forward, in spite of the great difficulty in China, above all countries, of substituting a new for an old system of things.

But the greatest difficulty in the path of speedy reform is the lack of sufficiently trained officers, especially of superior rank, worthy of the name. Seven years ago, during the Boxer trouble, only a very small number were turned out by the Military School at Tientsin, founded by Li-Hung-Chang, and similar embryonic establishments at Nanking, Canton, Wuchang, Ningpo, and in Manchuria. The greater part had no military value whatever. Opium smokers to a man, grossly ignorant, and badly paid, they misappropriated the pay of the soldiers, could not ride, and rarely ever ventured on the drill-ground, leaving to a few juniors, who had been trained on the German model, the task of teaching the men certain automatic movements of little fighting value. A short, Chinese army, although possessing magnificent raw material, was useless for war, because, except a few captains and lieutenants, its officers were utterly deficient both numerically and professedly.

THE CHANGED ORDER OF THINGS has been brought about by the gradual growth of Japanese influence and the appointment of the young, energetic, ambitious Yuan-Shi-Kai to the Viceroyalty of Chi-Li. This man, with the assistance of the Emperor, established a number of excellent military schools, into which Japanese instructors, speaking the Chinese language, found their way. These men, contenting themselves with small salaries and secondary classes, cleverly succeeded, before very long, in supplanting all the German instructors, who had endeavoured to obtain a monopoly of this work with the object of securing commands in the Chinese army for German officers exclusively.

In 1902 Chinese students began to be sent to the military school in Japan. They were treated with the greatest consideration and attention, and the excellent results of their studies caused a large multiplication of their numbers, as well as of Japanese instructors, in the Chinese civil, military, naval, and police establishments. The great provincial Governors were successively won over by Japanese influence, and at last, at Japanese instigation, the Ien-ping-chau was created, the medium of administration and centralisation, which, superseding the old Ministry of War, at once devoted itself to the formation of a strong corps of trained officers and the formation of a system of military education.

We here reach the threshold of CHINESE MILITARY EFFICIENCY. There are already in working order thirty-five military schools, with six thousand three hundred students, besides those in Japan and a few in the European schools. It is laid down that the students must be young men of good birth, and, in order to attract such, a recent decree has restored to officers their assimilation with the Mandarins. Their pay also has been raised, and will continue to rise by degrees.

A student passes through the Preparatory School to the Secondary School, and thence to the Military School proper, receiving his commission not later than the age of twenty-five years and four months. After two years, his vice he can, if clever, enter the Superior School of War for two years, with a view to staff service or duty in the schools; higher grade schools for each branch of the service being also available for advanced courses. Schools for non-commissioned officers are also in full working order. It is thus evident that China is making serious efforts to form a body of trained officers, but it will require at least a generation, or thirty years, for the young officer of the new school to reach the upper ranks of the army. At present, the Chinese higher officer, although possessing a good general knowledge and capable of automatic manoeuvre work, has not the true qualities of the military chief, and cannot dispense with the assistance of young advisers, who are generally taken from those who have been through the Japanese schools.

Although their general behaviour is now excellent, old habits of indolence and of taking opium still linger among the older men. Neither sports, fencing, racing, nor athletics are persevered with as in Japan, and the cavalry officers, mounted on quiet Mongol horses, are not horsemen. But the younger men are already showing themselves capable of better things, and the present movement promises results which it is impossible to calculate.

THE NEW REGULATIONS show equal care in the raising of the rank-and-file. In the first place, service in the new Chinese army, except for the Manchus, is to be voluntary. In principle "only men belonging to a known family, and able to furnish the names of their forebears up to the third generation, will be allowed to engage." They must be of good physique, not opium smokers, have no secret vices, and never have been mixed up with revolutionary matters.

Not least in importance are the new pay regulations. The Chinese recruit, as soon as accepted, is now allowed a small rate of pay and his travelling expenses on joining. The full pay of the soldier amounts to 4½ taels, or 136.6d. a month. One tael per month is deducted, and sent through the local Mandarins to the soldier's parents, due receipts being exacted for the same, while parents are allowed to complain through their sons to Corps Commanders in case of any delay in such payments. Moreover, if a soldier, after three months' service, passes an examination, his parents, if possessed of less than five acres, will be exempted from the land tax. Other advantages are also granted them, by which every encouragement is given to recruiting.

From beginning to end the new Chinese regulations are

A MODEL OF THEORETICAL PERFECTION, and as far as they have been put in practice have already achieved excellent results. As we found at Wei-Hai-wei the Chinese soldier is strong, muscular, sober, smart, adroit, and a wonderful marksman. Unlike his officer, he takes kindly to gymnastics. He has now good barracks, good beds, good clothes, and food, and, in time of sickness, hospitals, doctors, and nurses. His general education is carefully inculcated, such as honour, patriotism, devotion to the Emperor, while to arouse his enthusiasm he is taught sing inspiring soldier songs. It is also worthy of note, as evidence of the real military awakening of the Empire, that following again the example of Japan, military drill is now part of the regular curriculum of school and university students.

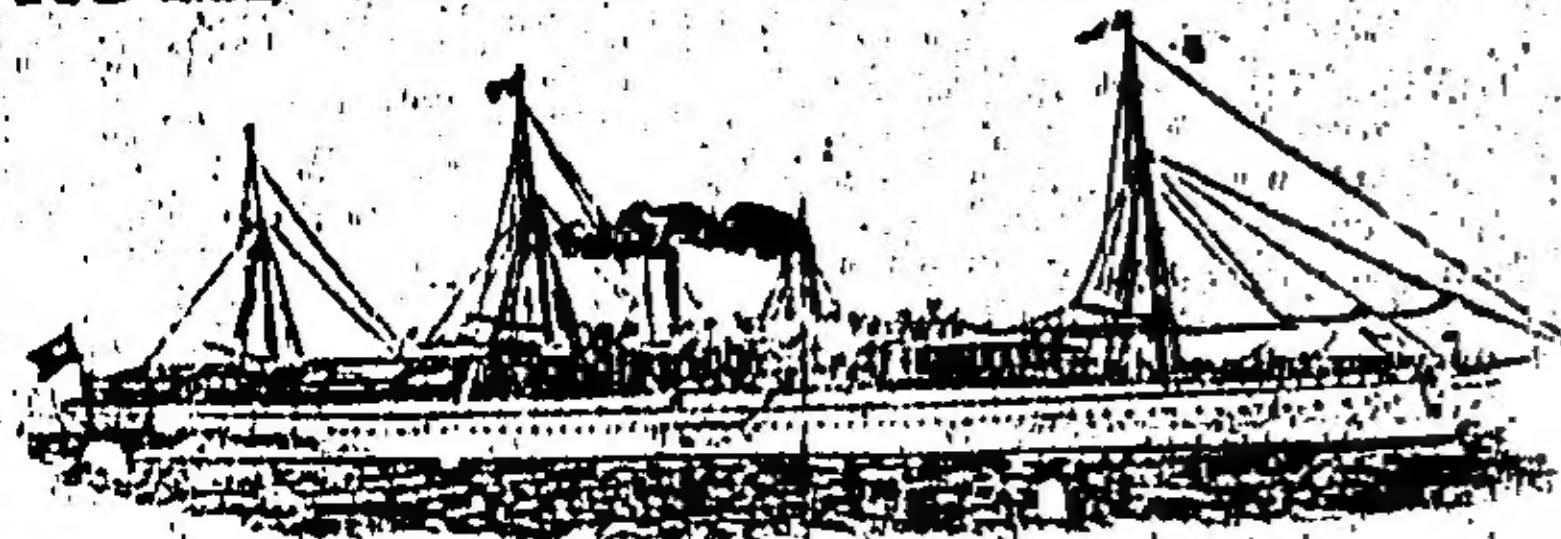
The completion of this great reorganization of the Chinese army must, of course, depend upon financial considerations. The annual cost of the contemplated thirty-six divisions will probably amount to £16,000,000, the provision of which sum would entail radical changes in the whole financial and administrative system of China. This, unless the influence of Japan continues, may initially reduce the scheme, but enough has already been achieved to show us the coming military renaissance of the second great nation of the Yellow race.—By a "soldier" in *Pall Mall Gazette*.

NEW CHARGERS REUNIS STEAMER.

The 1,500 *Malle*, built to the order of La Compagnie des Chargeurs Réunis, of Paris and Havre, by Swan, Hunter and Wigham Richardson, Limited, Wallsend-on-Tyne, left the Tyne on the 2nd Sept. to carry out the necessary trials, extending over two days. The vessel's dimensions are: 48 ft. by 55 ft. by 36 ft. 11 in. The engines have been constructed by the Wallsend Slipway and Engineering Company, Limited, and consist of a set of twin-screw triple-expansion engines, having cylinders 35 in., 43 in. and 50 in. stroke, steam being supplied by six large single-ended boilers working at 100 lb. pressure, and fitted with Howden's forced draught. The vessel has been designed for a dead-weight cargo capacity of about 9,000 tons, and fitted with accommodation for about 45 first-class passengers. She can also carry a large number of emigrants if required. The contract conditions as regards speed were somewhat severe, the vessel having to run for four hours full power trial and subsequently a 24 hours consumption trial. During the former the mean speed developed considerably exceeded the guaranteed power. The 24 hours' trial was equally successful, the vessel attaining a mean speed during that period of over 14½ knots, the guaranteed speed being 13½ knots. This vessel is the first of three which the same builders are constructing for the Chargeurs Réunis, and they will be entered in the "All-round-the-world" service, inaugurated by this Company in 1905, which service commences at Antwerp and Dunkirk and proceeds S.E. to Singapore, Hongkong, Shanghai, and other Eastern ports and thence via the Pacific to various ports on the West and East Coasts of South America, and subsequently to the United Kingdom, France, and Australia. 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Hongkong, 24th October, 1907.

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SHANGHAI	WA-SHING	SATURDAY, 2nd Nov.	4 P.M.
TIENTSIN	CH-BONG-SHING	MONDAY, 4th Nov.	4 P.M.
SANDAKAN	MAUSANG	THURSDAY, 7th Nov.	4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	NAMSANG	FRIDAY, 8th Nov.	3 P.M.
& MOI	LOONG-SANG	FRIDAY, 8th Nov.	4 P.M.
MANILA	FOOK-SANG	TUESDAY, 12th Nov.	3 P.M.
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Hongkong, 10th October, 1907.

## Homeward.

SILESIA ..... 11th Dec.

CANDIA ..... 8th Jan., 1908.

[64]

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Hongkong, 29th October, 1907. [65]

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Hongkong, 5th October, 1907. [66]

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Hongkong, 1st October, 1907. [66]

## TO LET.

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st October, 1907. [67]

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

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Quebec's Buildings.

Montreal, 28th October, 1907. [68]

## TO PARCEL EXPRESS.

THE COMPRADE DEPARTMENT, Jardine, Matheson &amp; Co., Ltd., Connaught Road Central.

Hongkong, 22nd October, 1907. [69]

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NO. 38, CAINE ROAD.

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No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to LEIGH &amp; ORANGE, 1, Des Vaux Road.

Hongkong, 16th October, 1907. [70]

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Hongkong, 19th October, 1907. [71]

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Hongkong, 14th October, 1907. [72]

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Globe.

## Shipping.

### Arrivals.

**Chingtu.** Br. ss., 1,150. W. B. Brown, 29th Oct.—Yokohama and Kobe 23rd Oct., Gen.—B. & S.  
**Mathi'se.** Ger. ss., 831. A. P. Uiderup, 29th Oct.—Hainanphong and Hoihow 28th Oct., Gen. J. & Co.  
**America Maru.** Jap. ss., 3,460. Philip H. Goings, 20th Oct.—San Francisco and Oct., and Shanghai 27th, Mails and Gen.—T. K. K.  
**Hohenstaufen.** Ger. ss., 4,075. F. Jaeger, 20th Oct.—Yokohama 14th Oct., Gen.—H. A. L.  
**Haiching.** Br. ss., 1,267. A. E. Hodgins, 30th Oct.—Fuchow 27th Oct., Amoy 24th Oct., and Swatow 29th Gen.—D. I. & Co.  
**Tambo Maru.** Jap. ss., 3,802. C. H. Butler, 30th Oct.—Shanghai via She ghai 27th Oct., Gen.—N. Y. K.  
**Alcinous.** Br. ss., 4,178. G. W. Parkinson, 3rd Oct.—Siapore 25th Oct., Gen.—B. & S.  
**Druft.** Nor. ss., 1,102. J. Ring, 30th Oct.—Bangkakka d Swatow 24th Oct., Gen.—N. Y. K.  
**Brix.** Fr. cruiser, 4,210. Rochas, 30th Oct.—Swatow 23rd Oct.  
**Yochow.** Br. ss., 1,312. F. Northcombe, 30th Oct.—Amoy 29th Oct., Gen.—H. A. L.  
**Clearances at the Harbour.**  
**Sunklong,** for Hailei.  
**Pronethau,** for Sw. tow.  
**Amet,** for Newchwang.  
**Tsun,** for Manila.  
**Yochow,** for Canton.  
**Dill,** for Bangkok.  
**Alcinous,** for Shanghai.  
**Melito,** for Shanghai.

Passengers arrived.

**Per Alcinous,** from Singapore—48 Chinese.

**Per Hatchling,** from Coast Port—Messrs.

McIntosh, Richardson, Mrs. Garrie, Mr. Smith, and 6 Chinese.

**Per America Maru,** from San Francisco, &c.

—M. L. de Brittan, Mrs. R. Benz, Yeater, W.

C. Brady, D. H. Blake, Miss G. W. Carman,

Mr. Zotto Diaz, Mrs. K. M. Duncan, Messrs. J.

Dublouze, M. A. Eransau, Mr. and Mrs. Jos.

N. Folwell, Jr., and infant, Mr. and Mrs. John

Fuller, Mr. Jon N. Konechy, Miss Nonie

Laviner, Messrs. C. H. Lechner, D. M. Mulligan,

Mississ. Monsteller, Mr. Edward Pond,

Misses T. Porter, M. A. Porter, Mr. and Mrs.

Geo. F. Richmond, Mrs. Jas. F. Smith, Lieut.

Wm. H. Shuten, P.C. Messrs. Carl A. and John

R. Schneider, Mr. Rudolph Scherer, Mr. and

Mrs. A. M. Stack, Pev, and Mrs. L. E. Worley,

Miss H. Weingarth, 76 Chinese, and 1 Japanese.

Passenger departed.

**Per Tosa Maru,** for Seattle, &c.—Mrs.

Yamawaki, Mr. P. W. Goldring and servant,

Mr. Tottori, Mr. and Mrs. F. C. Cole, Mr. J.

Nakamura, Mrs. A. Windvick, Misses Joseph

Zicks, V. Ishana, Fra c. Yebata, Mrs. Anna

Roda, and Mr. Józef Lewink.

Per Tosa Maru, for Shanghai—Mr. O. A. Holm,

and Mr. and Mrs. Dou.

Per Yarr, for Saigon—Mr. H. Rochiran,

Revs. P. Blas and Chager, for Singapore—

Mr. and Mrs. Mackinley, Mr. and Mrs. Cameron,

Revs. Otani and Harada, Messrs. F. C. Crosset,

S. A. Cholmial, and Mr. and Mrs. Terence

Ramdale. For Marseilles—Mr. J. Ehrmann,

Mr. and Mrs. Tatiana, Madame Newton, M. H.

Vardha, J. S. d'Olivera, J. M. C. Bastos, Mr.

and Mrs. Joao Jose Bettencourt de Maning,

Messrs. C. Machado and J. Maria.

Shipping Reports

St. Chingtu, from Japan—Fine N.E.W. winds, throughout.

St. Alcinous, from Singapore—Strong S.S.E. and S.W. winds, high confused sea.

St. Yochow, from Amoy—Fresh E.S. wind with heavy S.E. sea, and threatening appearance in sky.

St. Hatchling, from Coast Ports—Moderate N.E. monsoon till 29th with fine weather, then heavy rain and lightning and thunder with variable wind and squall with confused sea.

VESSELS IN PORT.

STEAMERS.

Acara, Br. ss., 3,746. Wm. Hume, 18th Oct.—

New York 27th Aug., Case Oil—S. O. Co.

Aratoon Apear, Br. ss., 3,031. A. Stewart,

29th Oct.—Moj 24th Oct., Gen.—D. S. & Co., Ltd.

Bourbon, Fr. ss., 996. Le Ball, 19th Oct.—

Salon 15th Oct., Gen.—Man Fat & Co.

Derwent, Br. ss., 1,562. J. Jenkins, 29th Oct.—

Salon 24th Oct., Rice and Gen.—Man

Fat & Co.

Eller, Riechers, Ger. ss., 2,103. H. Pape,

29th Oct.—Moj 23rd Oct., Coal—B. & Co.

Empress of Japan, Br. ss., 3,039. Henry

Pibus, S.M.W., 20th Oct.—Vancouver 1st

Oct., and Shanghai 18th, Mails and Gen.

—C. P. R. Co.

Hellipolis, Br. ss., 2,067. J. W. Martin, 25th Oct.—Chilawanta 19th Oct., Ballast—G. L. & Co.

Hongkong, Fr. ss., 745. A. Cornelissen, 28th Oct.—Haiphong and Oct., and Hoihow

27th, Gen.—A. R. M.

Idomenus, Br. ss., 4,236. H. Nish, 28th Oct.—

Shangai 23rd Oct., Gen.—B. & S.

Singapore, Penang and Colombo—Per

Arratoon Apear, 2nd Nov., 2 p.m.

Europe, &c., India, via Tuticorin—Per

Delti, 2nd Nov., 11 A.M.

Macao—Per Sui Tat, 1st Nov., 1.15 P.M.

Manila, 1st Nov., 3 P.M.

Shanghai—Per Hangkak, 1st Nov., 3 P.M.

Durban—Per Hellipolis, 1st Nov., 3 P.M.

Hoihow and Haiphong—Per Sianan, 1st Nov., 1 P.M.

Legaspi, 5th Nov., 886. 66

Malol, 9th Nov., 73

Manila, 20th Nov., 85

Cebu, 20th Nov., 87

Labuan, 20th Nov., 87

Swatow, 20th Nov., 74

Kumano Maru, Br. ss., 3,147. N. Matheson, 28th Oct.—Manila 26th Oct., Lead, Copper, and Flour—N. Y. K.

Lightning, Br. ss., 2,122. E. Fey, 29th Oct.—Calcutta 12th Oct., vi. Penang and Singapore 23rd, Gen.—D. S. & Co., Ltd.

Mausang, Br. ss., 1,644. R. Houghton, 21st Oct.—Sandakan 24th Oct., Timber and Gen.—J. M. & Co.

Mercedes, Br. ss., 3,100. J. S. McGregor, 21st Oct.—Weihsien, 6th Sept., Ballast—Admiralty.

Monteagle, Br. ss., 3,053. S. Robinson, R.R.R., 18th Oct.—Vancouver 20th Sept., and Hanibal 15th Oct., Flour, Salmon, Milk and Gen.—C. P. R. Co.

Mortlake, Br. ss., 1,737. F. W. Ratten, 19th Oct.—Freemantle, (West Australia) 2nd Oct., Sandal Wood—Mr. Simpson.

Nikkou Maru, Jap. ss., 3,434. T. L. Harrison, 24th Oct.—Yokohama 19th Oct., Gas—N. V. K.

Orich, Br. ss., 2,206. G. Maddrell, 23th Oct.—Kuching 19th Oct., Cosl. & B. & Co.

Pitsanlok, Ger. ss., 1,920. D. Reimer, 28th Oct.—Bangkok 21st Oct., Rice and Wood—B. & S.

Prudentia, Br. ss., 3,130. Semard, 20th Oct.—Tientsin 14th Oct., Ballast—Meyer & Co.

Standard, Nor. ss., 894. H. N. Bull, 5th Oct.—Salgo 30th Sept., Rice—Aagaard, Thoresen & Co.

Taivany, Br. ss., 1,250. L. Dawson, 27th Oct.—Sydney 28th Sept., Gen.—B. & S.

Tintau, Ger. ss., 1,002. O. Koch, 26th Oct.—Bantau and Kohsiachang 18th Oct., Rice and Wood—M. & Co.

Vancouver, Br. ss., 1,034. McDougall, 24th Oct.—Newcastle 5th Oct., Coal—A. & J. & Co.

Yuensang, Br. ss., 1,528. Roche, 28th Oct.—Manila 25th Oct., Gen.—J. M. & Co.

Zafiro, Br. ss., 1,629. A. Fraser, 2th Oct.—Manila 25th Oct., Hemp and Tobacco—S. T. & Co.

**SAILING VESSELS.**

Eclipse, Br. 4-masted bark, 2,668. L. D. Vance, 20th Sept.—Canton 19th Sept., Ballast—S. O. Co.

Lynghurst, Br. 4-masted ship, 1,500. Parnell, 26th July—Kobz 1st June, Ballast—S. O. Co.

Alcinous, Br. 4-masted ship, 1,500. P. & G. Co., Nov. 17

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**PARCELS FOR MACAO**

**PARCELS FOR SINGAPORE**

**PARCELS FOR COLOMBO**

**PARCELS FOR PENANG**

**PARCELS FOR KUALA MARU**

**PARCELS FOR KOTA MARU**

